



U.S. Department  
of Homeland Security  
**United States  
Coast Guard**

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## LOCAL NOTICE TO MARINERS

**District: 5**

**Week: 07/09**

Coastal Waters from Shrewsbury River, New Jersey to Little River, South Carolina

The Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District and is updated each Tuesday on the U.S. Coast Guard Navigation Center website at [www.navcen.uscg.gov/lnm/d5](http://www.navcen.uscg.gov/lnm/d5). If you have questions about the LNM, please contact:

COMMANDER, FIFTH COAST GUARD DISTRICT (dpw)  
431 Crawford Street, Portsmouth, Virginia 23704  
Telephone (Day) : (757) 398-6486/6552

### AIDS TO NAVIGATION DISCREPANCY REPORTING

To report any Aids to Navigation discrepancies (missing, damaged, extinguished lights, off station), shoaling or hazards to navigation, discrepancies to bridge lighting, please contact the following 24 hour numbers:

1. For PA, NJ, DE waters, coastal and tributaries contact COGARD SECTOR DELAWARE BAY at (215) 271-4940.
2. For MD, DE in the Upper Chesapeake Bay and tributaries contact COGARD SECTOR BALTIMORE at (410) 576-2521.
3. For VA in Lower Chesapeake Bay below Smith Point Light and tributaries and VA, MD Eastern Shore Bay and coastal contact COGARD SECTOR HAMPTON ROADS at (757) 483-8567.
4. For NC waters, coastal and tributaries contact COGARD SECTOR NORTH CAROLINA at (252) 247-4570.

### REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2007 EDITION  
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA (42nd) Edition  
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL (40th) Edition  
All bearings are in degrees TRUE - All times are in Local Time inless otherwise noted.

### NAVIGATIONAL INTERNET SITES

#### CHART CORRECTION

<http://chartmaker.ncd.noaa.gov> and <http://www.maptech.com>

#### 2007 Light List/ Summary of Corrections

<http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

#### Coast Pilot Corrections

<http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

#### D5 LNM on Internet/Archived Back Issues for 2007/2008

<http://www.navcen.uscg.gov/lnm/d5>

#### Chesapeake Bay Weather Buoys

<http://www.cbos.org/client.cgi>

#### NOAA Weather Buoy Sites

<http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml>

#### Tides on Line

<http://www.tidesonline.nos.noaa.gov>

#### Tides, Currents, PORTS

<http://www.co-ops.nos.noaa.gov>

#### Weather

<http://www.intellicast.com/>

Fifth Coast Guard District (D5) (dpw) Local Notice to Mariners for correspondence, questions, LNM article requests:  
[william.r.jones@uscg.mil](mailto:william.r.jones@uscg.mil) or at (757) 398-6486

#### BROADCAST NOTICES TO MARINERS

This section contains corrections to federal and private Aids to Navigation, as well as NOS Corrections. Navigation information having been of immediate concern to the Mariner and promulgated by the following Broadcast Notices to Mariners (BMNs) have been incorporated in this notice when still significant at the date of this publication. Texts of active BMNs are viewable at [hppt://www.uscg.mil/d5/waterways/default.asp](http://www.uscg.mil/d5/waterways/default.asp).

CCGD5 (D5)- 031, 033, 035, 036, 037, 041, 044, 045, 04-09, .

Sector Delaware Bay (DB)- 043, 047, 048, 049, 050, 053, 054, 060, 061-09.

Sector Baltimore (BA)- 069, 072, 086, 088, 090, 091-09.

Sector Hampton Roads (HR) - 071, 072, 074, 075, 082, 083, 084-09.

Sector North Carolina (NC)- 071, 072, 076, 085, 086, 087, 089, 090, 091, 092, 093, 099, 100, 101, 103, 104, 105, 106, 109 thru 115-09.

### ABBREVIATIONS

#### A through H

ACOE - Army Corps of Engineers  
 ADRIFT - Buoy Adrift  
 AICW - Atlantic Intracoastal Waterway  
 Al - Alternating  
 B - Buoy  
 BKW - Breakwater  
 bl - Blast  
 BNM - Broadcast Notice to Mariner  
 bu - Blue  
 C - Canadian  
 CHAN - Channel  
 CGD - Coast Guard District  
 C/O - Cut Off  
 CONT - Contour  
 CRK - Creek  
 CONST - Construction  
 DBN/Dbn - Daybeacon  
 DBD/DAYBD - Dayboard  
 DEFAC - Defaced  
 DEST - Destroyed  
 DISCON - Discontinued  
 DMGD/DAMGD - Damaged  
 ec - eclipse  
 EST - Established Aid  
 ev - every  
 EVAL - Evaluation  
 EXT - Extinguished  
 F - Fixed  
 fl - flash  
 FI - Flashing  
 G - Green  
 HAZ - Hazard to Navigation  
 HBR - Harbor  
 HOR - Horizontal Clearance  
 HT - Height

#### I through O

I - Interrupted  
 ICW - Intracoastal Waterway  
 IMCH - Improper Characteristic  
 INL - Inlet  
 INOP - Not Operating  
 INT - Intensity  
 ISL - Islet  
 Iso - Isophase  
 kHz - Kilohertz  
 LAT - Latitude  
 LB - Lighted Buoy  
 LBB - Lighted Bell Buoy  
 LHB - Lighted Horn Buoy  
 LGB - Lighted Gong Buoy  
 LONG - Longitude  
 LNM - Local Notice to Mariners  
 LT - Light  
 LT CONT - Light Continuous  
 LTR - Letter  
 LWB - Lighted Whistle Buoy  
 LWP - Left Watching Properly  
 MHz - Megahertz  
 MISS/MSNG - Missing  
 Mo - Morse Code  
 MSLD - Misleading  
 N/C - Not Charted  
 NGA - National Geospatial-Intelligence Agency  
 NO/NUM - Number  
 NOS - National Ocean Service  
 NW - Notice Writer  
 OBSCU - Obscured  
 OBST - Obstruction  
 OBSTR - Obstruction  
 Oc - Occulting  
 ODAS - Anchored Oceanographic Data Buoy

#### P through Z

PRIV - Private Aid  
 Q - Quick  
 R - Red  
 RACON - Radar Transponder Beacon  
 Ra ref - Radar reflector  
 RBN - Radio Beacon  
 REBUILT - Aid Rebuilt  
 RECOVERED - Aid Recovered  
 RED - Red Buoy  
 REFL - Reflective  
 RRL - Range Rear Light  
 RELIGHTED - Aid Relit  
 RELOC - Relocated  
 RESET ON STATION - Aid Reset on Station  
 RFL - Range Front Light  
 RIV - River  
 s - seconds  
 SEC - Section  
 SHL - Shoaling  
 si - silent  
 SIG - Signal  
 SND - Sound  
 SPM - Single Point Mooring Buoy  
 SS - Sound Signal  
 STA - Station  
 STRUCT - Structure  
 St M - Statute Mile  
 TEMP - Temporary Aid Change  
 TMK - Topmark  
 TRLB - Temporarily Replaced by Lighted Buoy  
 TRLT - Temporarily Replaced by Light  
 TRUB - Temporarily Replaced by Unlighted Buoy  
 W - White  
 Y - Yellow

Additional Abbreviations Specific to this LNM Edition: None

### SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

#### CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not

limited to, inherent imprecision-s in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

#### **RULES OF THE ROAD CONCERNING LOOKOUT REQUIREMENTS FOR ALL VESSELS AND RISK OF COLLISION.**

The U.S. Coast Guard is reminding mariners of the importance of maintaining a proper lookout. Rule 5 of the INLAND AND INTERNATIONAL NAVIGATION RULES requires that all vessels maintain a proper lookout at all times by sight and hearing, as well as by all available means appropriate in the prevailing circumstances and conditions, so as to make a full appraisal of the situation and of the risk of collision. Action taken to avoid a collision shall be positive, made in ample time and with due regard to the observance of good seamanship. When a risk of collision exists, all vessels, regardless of whether they are the stand-on vessel or the give-way vessel, must take prompt action to avoid a collision. When in doubt about whether a risk of collision exists, mariners should assume there is risk of collision and act accordingly.

#### **VA - HAMPTON ROADS - ELIZABETH RIVER/SEWELL POINT/WILLOUGHBY BAY -U.S. NAVY RESTRICTED AREAS**

Mariners are reminded that the area in the vicinity of the U.S. Naval Station Norfolk, from the Elizabeth River Channel Lighted Gong Buoy 5 (LLNR 9470) to the Elizabeth River Channel Lighted Buoy 11 (LLNR 9525) and along the south side of Willoughby Bay, is a RESTRICTED AREA. This OFF LIMITS AREA is depicted in the color magenta on the below listed charts. Unauthorized vessels entering this RESTRICTED AREA may encounter USE OF FORCE procedures by patrolling security vessels. Boaters are requested to remain in the marked channel clear of shipping while transiting the Norfolk Harbor Reach. Naval Station Norfolk Security can be contacted via VHF-FM channel 14. Charts: 12245, 12253, 12256 & 12206.

LNM: 43/07

#### **CODE OF FEDERAL REGULATIONS -TITLE 33 PART 70 - INTERFERENCE WITH OR DAMAGE TO AIDS TO NAVIGATION**

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States.

Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.01).

#### **CHESAPEAKE BAY-REGULATED NAVIGATION AREA (RNA) REQUIREMENTS FOR PORT ENTRY/TRANSIT/DEPARTURE.**

Mariners have been advised that there has been an amendment to the Chesapeake Bay Regulated Navigation Area which requires all vessels 300 gross tons and over, including tug and barge combined, to obtain permission prior to entering, departing, and/or moving within the Regulated Navigation Area. To obtain permission, vessels shall contact the Joint Harbor Operations Center (JHOC) prior to entry or movement via VHF-FH CH 12, alternate 13/16 and relay vessel documentation number, IMO number or VIN for verification. This includes entries from offshore, James River, Chesapeake Bay or Intracoastal Waterway. Alternate JHOC phone numbers are (757) 444-5210/5209. If the JHOC cannot be reached, the Captain of the Port (COTP) Command Duty Officer may be reached at (757) 668-5555.

#### **REQUIRED BALLASTWATER MANAGEMENT REPORTS FOR VESSELS OPERATING OUTSIDE THE EEZ**

Mariners are reminded that in accordance with 33 CFR 151.2040, all vessels which carry ballast water, including residual ballast water and sediments, are asked to submit a ballast water management report after operating outside the EEZ at their first port of call in U.S. waters. These reports may be transmitted electronically to <http://invasions.si.edu/ballast.htm>, e-mailed to [ballast@serc.si.edu](mailto:ballast@serc.si.edu), faxed to Commandant, U.S. Coast Guard, c/o the NBIC at 301-261-4319, or mailed to U.S. Coast Guard, c/o Smithsonian Environmental Research Center (SERC), P.O.

#### **USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER**

The United States Coast Guard Navigational Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar (NANU). These notices can also be obtained via e-mail subscription through the USCG Navigation Center website (<http://www.navcen.uscg.gov/gps/status/default.htm>). In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: [webmaster@navcen.uscg.mil](mailto:webmaster@navcen.uscg.mil) or on the World Wide Web at <http://www.navcen.uscg.gov>.

#### **NAUTICAL CHART UPDATES**

The National Ocean Service (NOS) has moved and expanded the function of its "critcorr" website. The new "Nautical Chart Updates" website allows the mariner to update their nautical charts from one database that includes information from NOS, and NGA Notice to Mariners, the Coast Guard Local Notice to Mariners and the Canadian Coast Guard Notice to Mariners. To access the website and for more information go to: and click on: <http://www.nauticalcharts.noaa.gov>.

#### **NATIONAL OCEAN SERVICE (NOS) - CHARTS, PUBLICATIONS, AND TABLES - SALES AGENTS**

Sales agents for Charts and Coast Pilots of the National Ocean Service are located in many U. S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs is available free upon request from National Ocean Service, Distribution Division (N/ACC3), 6501 Lafayette Avenue, Riverdale, Maryland 20737.

#### **ATLANTIC SEACOAST - CRITICALLY ENDANGERED RIGHT WHALES – SHIPSTRIKE REDUCTION**

ENDANGERED RIGHT WHALES MAY BE ENCOUNTERED IN OFFSHORE AND COASTAL WATERS. RIGHT WHALES ARE SLOW MOVING AND AT RISK OF SERIOUS INJURY OR DEATH DUE TO COLLISIONS WITH VESSELS. BEGINNING DECEMBER 9, 2008, U.S. LAW (50 CFR 224.105) PROHIBITS OPERATING VESSELS 65 FEET (19.8 M) OR GREATER IN EXCESS OF 10 KNOTS IN SPECIFIC MANAGED LOCATIONS ALONG THE U.S. EAST COAST DURING TIMES WHEN RIGHT WHALES ARE LIKELY TO BE PRESENT. SEE ENCLOSED COMPLIANCE GUIDE (ENCLOSURE 2) FOR SPECIFIC TIMES, AREAS, AND EXCEPTIONS TO THIS LAW. INTENTIONALLY APPROACHING WITHIN 500 YARDS OF RIGHT WHALES IS PROHIBITED AND IS A VIOLATION OF U.S. LAW. A MINIMUM DISTANCE OF 500 YARDS MUST BE MAINTAINED FROM A SIGHTED WHALE UNLESS HAZARDOUS TO THE VESSEL OR ITS OCCUPANTS. THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) RECOMMENDS THAT OPERATORS ASSUME THAT ANY WHALE SIGHTED IS A RIGHT WHALE. NOAA ALSO RECOMMENDS SPEEDS OF 10 KNOTS OR LESS IN AREAS USED BY RIGHT WHALES AND OUTSIDE OF SEASONALLY MANAGED AREAS WHEN CONSISTENT WITH SAFETY OF NAVIGATION. IN THE NORTHEAST, PLEASE REPORT ALL RIGHT WHALE SIGHTINGS TO 978-585-8473 AND ALL COLLISIONS TO 978-281-9351, OR TO THE COAST GUARD VIA CHANNEL 16. FOR MORE INFORMATION, CONSULT THE U.S. COAST PILOT. VESSELS THAT REPORT MSR ARRIVALS VIA TELEX MUST USE THE NEW NUMBER 48156090 EFFECTIVE IMMEDIATELY. THE EXISTING E-MAIL ADDRESS CURRENTLY IN USE (RIGHTWHALE.MSR(AT)NOAA.GOV)

LNM: 49/08

#### **NOAA REQUEST FOR PUBLIC INPUT FOR TIDE TABLES INFORMATION**

NOAA's National Ocean Service is evaluating specific features on nautical charts for their importance to marine navigation. The goal is to improve clarity and ease of use. To achieve this, NOAA's National Ocean Service is proposing the removal of:

- Tide tables
- Tables of small craft facilities

Both of these tables will be removed from the following charts:

11302 11303 11306 11308 11314 11315 11319 11322 11326 11331  
11347 11348 11350 11354 11355 11365 11367 11370 11372 11374  
11378 11385 11390 11393 11402 11404 11411 11425 11427 11428  
11430 11432 11433 11446 11449 11451 11453 11464 11465 11467  
11472 11485 11489 11491 11507 11514 11515 11518 11534 11541

11553 12205 12206 12237 12285 12316 12324 12352 12364 12372  
 13229 13274 18423 18445 18447 18545 18546 18547 18548 18652  
 18661 18662 18687

Tidal information will continue to be available at <http://tidesandcurrents.noaa.gov>

These changes are expected to affect new chart editions commencing in 2009.

The proposed changes will be advertised on The Office of Coast Survey website under "Latest News" <http://www.nauticalcharts.noaa.gov>.  
 Comments about these changes may be sent to NOAA through the form at <http://ocsddata.ncd.noaa.gov/ids/inquiry.aspx> before February 20, 2009.

LNM: 52/08

## SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

### DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
5	NOAA Lighted Data Buoy 44004 (ODAS)	ADRIFT	13003	446D5	43/08	
120	Five Fathom Bank Lighted Buoy F	LT EXT	12214	459D5	45/08	
425	Chesapeake Bay Southern Approach Lighted Buoy 3	LT EXT	12200	042HR	04/09	
430	Chesapeake Bay Southern Approach Lighted Buoy 4	LT EXT	12200	043HR	04/09	
635	NOAA Lighted Data Buoy 41001 (ODAS)	ADRIFT	12200	446D5	32/08	
640	Diamond Shoals Lighted Buoy 12	REDUCED INT	11555	648NC	48/08	
<b>690</b>	<b>Cape Lookout Shoals Lighted Buoy 4</b>	<b>LT EXT</b>	<b>11544</b>	<b>100NC</b>	<b>07/09</b>	
835	Frying Pan Shoals Lighted Buoy 16	LT EXT	11536	505D5	52/08	
1270	Great Egg Harbor Inlet Lighted Buoy 1	TRLB	12316	538DB	51/08	
<b>1420</b>	<b>Townsend's Inlet Buoy 8</b>	<b>OFF STA</b>	<b>12316</b>	<b>053DB</b>	<b>07/09</b>	
1640	Ship John Shoal Light	REDUCED INT	12304	566DB	52/08	
2050	Harbor Of Refuge North End Light 1	DBN DMGD	12216	027DB	04/09	
2055	Delaware Bay East Icebreaker Light	REDUCED INT	12216	020DB	04/09	
3295	Tinicum Island Spit Buoy TS	TRUB	12312	024DB	04/09	
<b>4410</b>	<b>Indian River Inlet Buoy 14</b>	<b>MISSING</b>	<b>12216</b>	<b>060DB</b>	<b>07/09</b>	
4830	Isle Of Wight Bay Daybeacon 5	TRUB/DBN DEST	12211	027HR	03/09	
5000	Sinepuxent Bay Channel Daybeacon 2	TRUB/DBN DEST	12211	171HR	21/08	
5400	Chincoteague Channel Light 29	TRLB/DBN DEST	12210	231HR	24/08	
6348	Virginia Inside Passage Daybeacon 213	TRUB	12224	076ES	31/06	
6660	Wachapreague Channel Light 6	TRLB	12210	005ES	03/07	
6985	Sand Shoal Inlet Lighted Buoy 6	MISSING	12210	548HR	38/08	
7480	Smith Point Light	REDUCED INT	12228	432HR	39/08	
7690	Sharps Island Light	LT EXT	12266	007BA	02/08	
8050	Craig Hill Channel Range Rear Light	REDUCED INT	12278	377BA	41/08	
9310	Thimble Shoal Light	REDUCED INT/SS INOP	12245	609HR	51/08	
10180	Long Creek Channel Daybeacon 12	MISSING/TRLB	12254	072HR	05/09	
12250	James River Channel Lighted Buoy 66	LT EXT	12251	050HR	05/09	
<b>13460</b>	<b>York River Entrance Channel Lighted Buoy 11</b>	<b>LT EXT</b>	<b>12238</b>	<b>083HR</b>	<b>07/09</b>	
19195	Nan Cove Channel Daybeacon 9	DBN DEST	12264	348BA	37/08	
21435	Old Plantation Flats Light	TRLB/HAZ NAV/DBN DMGD	12224	508HR	45/06	
21620	Hungar Creek Daybeacon 7	TRLB/DBN DEST	12226	075HR	11/08	

<b>26593</b>	<b>Queenstown Creek Buoy 3</b>	<b>OFF STA</b>	<b>12270</b>	<b>091BA</b>	<b>07/09</b>
27330	Bush River Wreck Light WR6	TRLB/DBN DEST	12274	278BA	30/08
<b>27585</b>	<b>Susquehanna River Junction</b>	<b>OFF STA</b>	<b>12274</b>	<b>090BA</b>	<b>07/09</b>
	<b>Lighted Buoy A</b>				
27990	Oregon Inlet Buoy 4	MISSING	12204	463NC	38/08
28127	Oregon Inlet Channel Daybeacon 36A	TRUB/DBN DEST	12204	004NC	01/09
28141	Oregon Inlet Channel Light 41	TRLB/DBN DEST	12204	662NC	49/08
28335	Walter Slough Daybeacon 8	MISSING/TRUB	12204	323NC	27/08
28410	Roanoke Sound Channel Daybeacon 12	TRUB/DBN DEST	12204	003NC	53/08
28551.1	Doughs Creek Junction Daybeacon	MISSING	12204	428NC	37/08
28650	Hatteras Inlet Lighted Buoy 4	MISSING	11555	655NC	49/08
28767	Hatteras Inlet Channel Daybeacon 20	MISSING/TRUB	11555	001NC	01/09
28775	Hatteras Inlet Channel Daybeacon 23	MISSING/TRUB	11555	031NC	02/09
<b>29495</b>	<b>Bogue Inlet Lighted Buoy 1</b>	<b>OFF STA</b>	<b>11541</b>	<b>103NC</b>	<b>07/09</b>
30150	Masonboro Inlet Buoy 1	OFF STA	11541	485NC	37/08
<b>30465</b>	<b>Lower Swash Channel Range Rear</b>	<b>LT EXT</b>	<b>11534</b>	<b>112NC</b>	<b>07/09</b>
	<b>Light</b>				
<b>30485</b>	<b>Snows Marsh Channel Range Front</b>	<b>LT EXT</b>	<b>11534</b>	<b>110NC</b>	<b>07/09</b>
	<b>Light</b>				
<b>30525</b>	<b>Cape Fear River Channel Lighted</b>	<b>LT EXT</b>	<b>11534</b>	<b>115NC</b>	<b>07/09</b>
	<b>Buoy 23</b>				
<b>30555</b>	<b>Reaves Point Channel Range Front</b>	<b>LT EXT</b>	<b>11534</b>	<b>113NC</b>	<b>07/09</b>
	<b>Light</b>				
<b>30640</b>	<b>Lower Midnight Channel North</b>	<b>LT EXT</b>	<b>11534</b>	<b>111NC</b>	<b>07/09</b>
	<b>Range Front Light</b>				
<b>30670</b>	<b>Cape Fear River Channel Lighted</b>	<b>LT EXT</b>	<b>11534</b>	<b>109NC</b>	<b>07/09</b>
	<b>Buoy 31</b>				
<b>30700</b>	<b>Cape Fear River Channel Lighted</b>	<b>LT EXT</b>	<b>11534</b>	<b>114NC</b>	<b>07/09</b>
	<b>Buoy 36</b>				
30735	Upper Liliput Range Front Light	LT IMCH/DBN DEST	11534	093NC	04/09
31045	Lockwoods Folly Inlet Buoy 10	OFF STA	11534	052NC	03/09
31145	Calabash Creek Daybeacon 9	OFF STA/TRUB	11534	470NC	38/08
31575	Bull Bay Warning Daybeacon	MISSING/TRUB	12205	421NC	35/08
<b>32185</b>	<b>Hog Island Daybeacon 2A</b>	<b>DBN DMGD</b>	<b>11548</b>	<b>105NC</b>	<b>07/09</b>
32580	Brant Island Warning Daybeacon Q	DBN DMGD	11548	072NC	05/09
32585	Brant Island Warning Daybeacon R	DBN DMGD	11548	071NC	05/09
32840	Oyster Creek Light 10	DBN DMGD	11545	248NC	27/08
32990	Pungo River Channel Daybeacon 11	MISSING/TRUB	11553	087NC	05/09
34370	Core Sound Light 11	TRLB/DBN DEST	11550	092NC	04/09
34400	Cedar Island Bay Channel Light 2	DBN DMGD	11550	090NC	06/09
34465	Core Sound Warning Daybeacon	DBN DMGD	11550	091NC	06/09
34570	Fulchers Creek Light 1	MISSING	11545	547NC	42/08
35120	New Jersey Intracoastal Waterway	DBN DMGD	12324	007DB	03/09
	Light 39				
35135	Barnegat Inlet Light BI	LT EXT	12324	023DB	04/09
<b>35360</b>	<b>New Jersey Intracoastal Waterway</b>	<b>DBN DMGD</b>	<b>12324</b>	<b>048DB</b>	<b>07/09</b>
	<b>Light 92</b>				
<b>35445</b>	<b>New Jersey Intracoastal Waterway</b>	<b>OFF STA</b>	<b>12316</b>	<b>049DB</b>	<b>07/09</b>
	<b>Buoy 112</b>				
35460	New Jersey Intracoastal Waterway	MISSING/TRLB	12316	513DB	45/08
	Light 115				
<b>35460</b>	<b>New Jersey Intracoastal Waterway</b>	<b>OFF STA/TRLB</b>	<b>12316</b>	<b>050DB</b>	<b>07/09</b>
	<b>Light 115</b>				
35465	New Jersey Intracoastal Waterway	TRLB	12316	468DB	40/08
	Lighted Buoy 116				
35530	New Jersey Intracoastal Waterway	OFF STA	12316	041DB	05/09
	Buoy 129				
35695	New Jersey Intracoastal Waterway	MISSING/TRLB/DBN DMGD	12316	043DB	05/09
	Light 172				

35750	New Jersey Intracoastal Waterway Daybeacon 184	DBN DMGD	12316	038DB	05/09
35880	New Jersey Intracoastal Waterway Light 225	TRLB	12316		04/09
36030	New Jersey Intracoastal Waterway Daybeacon 270	TRUB	12316	287DB	42/07
38100	Pungo River Channel Daybeacon 11	MISSING/TRUB	11553	087NC	05/09
38310	Adams Creek Range A Front Light 7	LT EXT	11541	076NC	05/09
38975	Bogue Sound Daybeacon 31	MISSING/TRUB	11541	089NC	05/09
39385	New River - Cape Fear River Daybeacon 31	TRLB/DBN DEST	11541	098NC	06/09
<b>39547</b>	<b>New River - Cape Fear River Buoy 99</b>	<b>MISSING</b>	<b>11541</b>	<b>106NC</b>	<b>07/09</b>
<b>39905</b>	<b>Cape Fear River Channel Lighted Buoy 31</b>	<b>LT EXT</b>	<b>11534</b>	<b>109NC</b>	<b>07/09</b>
<b>39915</b>	<b>Lower Midnight Channel North Range Front Light</b>	<b>LT EXT</b>	<b>11534</b>	<b>111NC</b>	<b>07/09</b>
<b>39935</b>	<b>Reaves Point Channel Range Front Light</b>	<b>LT EXT</b>	<b>11534</b>	<b>113NC</b>	<b>07/09</b>
<b>39970</b>	<b>Snows Marsh Channel Range Front Light</b>	<b>LT EXT</b>	<b>11534</b>	<b>110NC</b>	<b>07/09</b>
<b>39980</b>	<b>Cape Fear River Channel Lighted Buoy 23</b>	<b>LT EXT</b>	<b>11534</b>	<b>115NC</b>	<b>07/09</b>
<b>40030</b>	<b>Lower Swash Channel Range Rear Light</b>	<b>LT EXT</b>	<b>11534</b>	<b>112NC</b>	<b>07/09</b>
40160	Lockwoods Folly River Daybeacon 7	TRLB/DBN DEST	11534	466NC	38/08
40285	Cape Fear River - Little River Daybeacon 63	TRLB/DBN DEST	11534	335NC	27/08
40320	Cape Fear River - Little River Daybeacon 75	MISSING/TRUB	11534	029NC	02/09
40405	Cape Fear River - Little River Daybeacon 99	TRUB/DBN DEST	11534	397NC	33/08

#### DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
270	Winter Quarter Shoal Lighted Buoy 6	RELIGHTED	12201	561HR	48/08	07/09
1705	Maurice River Buoy 2	WATCHING PROPERLY	12304	031DB	05/09	07/09
2945	Deepwater Point Range Lighted Buoy 4D	RELIGHTED	12311	057DB	07/09	07/09
8080	Craighill Channel Lighted Buoy 15	WATCHING PROPERLY	12278	068BA	06/09	07/09
8935	Elk River Channel South Range Front Light	WATCHING PROPERLY	12274	080BA	06/09	07/09
8940	Elk River Channel South Range Rear Light	RELIGHTED	12274	089BA	07/09	07/09
9055	Elk River Channel East Range Front Light	WATCHING PROPERLY	12277	081BA	06/09	07/09
12065	Goose Hill Channel Range Front Light	RELIGHTED	12248	081HR	07/09	07/09
13490	York Spit Warning Daybeacon	REBUILT/REMAINS	12238	078HR	06/09	07/09
18233	Neabsco Creek Buoy 3	RESET ON STATION	12289	047BA	04/09	07/09
18234	Neabsco Creek Buoy 4	RESET ON STATION	12289	048BA	04/09	07/09
20860	Curtis Bay Entrance Channel Lighted Buoy 1CB	RELIGHTED	12281	078BA	06/09	07/09
21620	Hungar Creek Daybeacon 7	RESET ON STATION	12226	080HR	06/09	07/09
27000	Harts Island Channel Light 1	REBUILT/REMAINS	12278	083BA	06/09	07/09
27010	Harts Island Channel Daybeacon 3	REBUILT/REMAINS	12278	084BA	06/09	07/09
30645	Lower Midnight Channel North Range Rear Light	WATCHING PROPERLY	11534	096NC	06/09	07/09
30685	Cape Fear River Channel Lighted Buoy 33	RELIGHTED	11534	077NC	05/09	07/09
30705	Cape Fear River Channel Lighted Buoy 38	RELIGHTED	11534	080NC	05/09	07/09
30785	Cape Fear River Channel Lighted Buoy 49	RELIGHTED	11537	095NC	06/09	07/09

30795	Cape Fear River Channel Lighted Buoy 52	RELIGHTED	11537	088NC	06/09	07/09
35555	New Jersey Intracoastal Waterway Buoy 135	WATCHING PROPERLY	12316	051DB	07/09	07/09
35565	New Jersey Intracoastal Waterway Buoy 138	WATCHING PROPERLY	12316	052DB	07/09	07/09
36470	New Jersey Intracoastal Waterway Daybeacon 399	WATCHING PROPERLY	12316	022DB	04/09	07/09
39115	Bogue Sound - New River Buoy 50	RESET ON STATION	11541	081NC	05/09	07/09
39840	Snows Cut Range Front Light B	RELIGHTED	11534	107NC	07/09	07/09
39845	Snows Cut Range Rear Light B	RELIGHTED	11534	108NC	07/09	07/09
39900	Cape Fear River Channel Lighted Buoy 33	RELIGHTED	11534	077NC	05/09	07/09
39920	Lower Midnight Channel North Range Rear Light	WATCHING PROPERLY	11534	096NC	06/09	07/09

#### DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
857	Bald Head Island Lighted Sensor Buoy A	ADRIFT	11534	058NC	06/08	
1690	Bidwell Creek Entrance Light 2	DBD DMGD	12304	NONEAC	37/06	
2119	Burton Prong Buoy 4	MISSING	12216	0173AC	16/06	
7672	Flag Harbor Entrance Light 2	LT EXT	12264	210BA	24/08	
10157	Crab Creek Entrance Buoy 2CC	MISSING	12254	NONED5	52/08	
10157.01	Crab Creek Entrance Buoy 3CC	MISSING	12254		52/08	
10762	Lafayette River Junction Daybeacon A	MISSING	12245	358HR	32/08	
11350	Leeward Marina Channel Daybeacon 1	DBN DMGD	12248	388HR	35/08	
11355	Leeward Marina Channel Daybeacon 2	DBN DMGD	12248	390HR	35/08	
14940	Windmill Point Marina Light 3	HAZ NAV	12235	156HR	19/08	
18110	Cockpit Point Barge Dock Mooring Light A	BUOY DMGD/LT EXT	12288	417BA	46/08	
18535	Piscataway Creek Daybeacon 8	DBN DMGD	12289	517BA	41/07	
<b>18601.03</b>	<b>National Harbor Channel Light 5</b>	<b>DBN DMGD</b>	<b>12289</b>	<b>086BA</b>	<b>07/09</b>	
18900	Solomons Island Wharf Light	LT IMCH/REDUCED INT	12284	260BA	29/08	
18975	Mill Creek Daybeacon 9	DBN DMGD	12284	363BA	38/08	
18985	Mill Creek Daybeacon 12	TRUB/DBN DEST	12284	433BA	47/08	
18995	St. John Creek Daybeacon 2	LT IMCH	12284	362BA	38/08	
19062	Solomons Island Fishing Pier Light	LT EXT/DBN DMGD	12284	261BA	29/08	
19125	Helen Creek Buoy 1A	OFF STA	12264	282BA	30/08	
19152	Academy Of Natural Science Intake Light B	LT EXT/DBN DMGD	12264	262BA	29/08	
19215	Cape St. Mary's Marina Breakwater Light	LT EXT	12264	0180BA	08/05	
19260	Chalk Point Cable Crossing Tower Light 27	LT IMCH	12264	283BA	30/08	
19265	Chalk Point Cable Crossing Tower Light 28	LT IMCH	12264	284BA	30/08	
19275	Chalk Point Cable Crossing Tower Light B	LT IMCH	12264	287BA	30/08	
19277	Chalk Point Cable Crossing Tower Light 29	LT EXT	12264	285BA	30/08	
19278	Chalk Point Power Light 30	LT IMCH	12264	286BA	30/08	
19279	Chalk Point Tower Light C	LT IMCH	12264	288BA	30/08	
19280	Chalk Point Tower Light D	LT IMCH	12264	289BA	30/08	
20430	Pennwood Channel Range Front Light	LT EXT	12278	0200BA	24/06	
20435	Pennwood Channel Range Rear Light	LT EXT	12278	315BA	23/07	
21185	Fairfield Channel Buoy 6	MISSING	12281	233BA	17/07	
21531	Kings Creek Channel Light 2	MISSING	12224	486HR	45/07	
22095	Onanock Creek -South Branch Buoy 1	OFF STA	12228	292BA	30/08	
22985	Ward Creek Warning Daybeacon A	MISSING	12231	0503BA	31/05	
23315	Jones Creek Daybeacon 4	DBN DEST	12231	402BA	44/08	



23715	Dames Quarter Creek Channel Daybeacon 4	DBD DEST	12261	337BA	24/07
25020	Cambridge Channel Range Front Light	LT EXT	12268	420BA	46/08
25025	Cambridge Channel Range Rear Light	LT EXT/DBN DMGD	12268	418BA	46/08
25745	Upper Edge Creek Daybeacon 1	DBN IMCH	12266	0007BA	02/05
25755	Upper Edge Creek Daybeacon 3	DBN IMCH	12266	0008BA	02/05
27275	Upper Gunpowder River Daybeacon 11	DBN IMCH	12274	0704BA	34/04
31270	Southern Shores Daybeacon 1	DBN DMGD	12204	586NC	45/08
31275	Southern Shores Daybeacon 2	DBN DMGD	12204	587NC	45/08
31545	Albemarle Plantation Marina Light 1	MISSING	12205	NONED5	02/09
31560	Albemarle Plantation Marina Light 5	MISSING	12205	NONED5	02/09
31570	Albemarle Plantation Marina Daybeacon 8	MISSING	12205	NONED5	02/09
33493	NC-EONS Environmental Data Light A	TRLB/DBN DEST	11550	522NC	41/08
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
	Cherrystone Artificial Reef Buoys	MISSING	12221	NONED5	24/05
	Grassy Sound North Pier Light	LT EXT	12316	0068AC	07/06
	Grassy Sound South Pier Light	LT EXT	12316	0069AC	07/06
	Great Egg Harbor River Lighted Buoy 1	LT EXT	12318	0067AC	07/06
	Indian River Bay Shellfish Excl. Buoy	MISSING		NONEAC	10/06
	Manklin Creek Buoy 1M	DBN IMCH	12211	NONED5	24/05
	Old House Cove Warning Daybeacon A	MISSING	12231	0498BA	31/05
	Old House Cove Warning Daybeacon B	MISSING	12231	0499BA	31/05
	Old House Cove Warning Daybeacon C	MISSING	12231	0500BA	31/05
	Parramore Artificial Reef Buoy	MISSING	12210	0071ES	21/05
	South Creek Buoy 2	OFF STA	12270	245BA	27/08
	South Creek Buoy 4	OFF STA	12270	245BA	27/08
	Wachapreague Artificial Reef Buoys	MISSING	12210	0072ES	21/05

#### DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

#### PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

#### PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

### SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

#### TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
35	Little Egg Inlet Outer Lighted Whistle Buoy LE	RELOCATED DUE TO SHOALING	12316	324D5	33/08	
1100	Little Egg Inlet Outer Lighted Whistle Buoy LE	RELOCATED DUE TO SHOALING	12316	324D5	33/08	
1105	Little Egg Inlet Buoy 2	RELOCATED DUE TO SHOALING	12316	318D5	32/08	

1110	Little Egg Inlet Lighted Buoy 3	RELOCATED DUE TO SHOALING	12316	318D5	32/08
1115	Little Egg Inlet Buoy 4	RELOCATED DUE TO SHOALING	12316	318D5	32/08
1117	Little Egg Inlet Buoy 4A	RELOCATED DUE TO SHOALING	12316	318D5	32/08
1120	Little Egg Inlet Lighted Buoy 5	RELOCATED DUE TO SHOALING	12316	318D5	32/08
1125	Little Egg Inlet Buoy 6	RELOCATED DUE TO SHOALING	12316	318D5	32/08
1131	Little Egg Inlet Lighted Buoy 10	RELOCATED DUE TO SHOALING	12316	318D5	32/08
1132	Little Egg Inlet Buoy 11	RELOCATED DUE TO SHOALING	12316	318D5	32/08
3765	Mud Island Lower Range Front Light	DISCONTINUED	12314	NONED5	36/08
3770	Mud Island Lower Range Rear Light	DISCONTINUED	12314	NONED5	36/08
3800	Mud Island Upper Range Rear Light	DISCONTINUED	12314	492-D5	43/07
3880	Beverly Upper Range Front Light	DISCONTINUED	12314	NONED5	36/08
3885	Beverly Upper Range Rear Light	DISCONTINUED	12314	NONED5	36/08
3910	Edgewater Lower Range Rear Light	DISCONTINUED	12314	362D5	36/08
4045	Landreth Range Front Light	DISCONTINUED	12314		36/08
4050	Landreth Range Rear Light	DISCONTINUED	12314		36/08
7105	Chesapeake Channel Lighted Buoy 13	RELOCATED FOR DREDGING	12222	373D5	37/08
7110	Chesapeake Channel Lighted Buoy 14	RELOCATED FOR DREDGING	12222	373D5	37/08
7425	Chesapeake Channel Lighted Bell Buoy 60	TRLB	12226	031D5	06/09
8117	NOAA Lighted Data Buoy SN	DISCONTINUED	12278	323BA	34/08
9310	Thimble Shoal Light	Other	12245	471D5	47/08
9552.1	Norfolk International Terminal North Channel Buoy 5N	DISCONTINUED FOR DREDGING	12245	491-06D5	46/06
9707	Lambert Bend Turning Basin Daybeacon A	TRUB	12254	NONED5	25/08
27800	NOAA Lighted Data Buoy S	DISCONTINUED	12274	015D5	04/09
28137	Oregon Inlet Channel Lighted Buoy 39	RELOCATED FOR DREDGING	12204	NONED5	52/08
<b>28196</b>	<b>Oregon Inlet Channel Lighted Buoy 55</b>	<b>DISCONTINUED</b>	<b>12204</b>	<b>044D5</b>	<b>07/09</b>
28305.1	Walter Slough Buoy 2A	ESTABLISHED	12204	425D5	42/08
28445	Wanchese Channel Buoy 2	RELOCATED FOR DREDGING	12205	NONED5	50/08
<b>28732.1</b>	<b>Hatteras Inlet Lighted Buoy 12A</b>	<b>DISCONTINUED</b>	<b>11555</b>	<b>046D5</b>	<b>07/09</b>
29385	Beaufort Inlet Channel Lighted Buoy 16	TRLB	11547		51/08
29603	Swansboro Coast Guard Channel Buoy 1A	ESTABLISHED	11541		34/08
<b>30395</b>	<b>Cape Fear River Channel Lighted Buoy 13A</b>	<b>DISCONTINUED FOR DREDGING</b>	<b>11534</b>	<b>NONED5</b>	<b>07/09</b>
30850	Upper Brunswick Range Rear Light	DISCONTINUED	11537	NONED5	31/08
36690.1	New Jersey Intracoastal Waterway Buoy 469A	ESTABLISHED	12316	340D5	34/08
40225	Cape Fear River - Little River Buoy 47	DISCONTINUED FOR DREDGING	11534	NONED5	06/09
40230	Cape Fear River - Little River Buoy 47A	DISCONTINUED FOR DREDGING	11534	062NC	04/09

#### TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
8816	Stillpond Creek Buoy 4A	LWP	12274	NONED5	29/08	07/09
8817	Stillpond Creek Buoy 5	LWP	12274	NONED5	29/08	07/09

#### PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

#### PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

### SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp)	ADD	NATIONAL DOCK CHANNEL BUOY 3			at 40-41-09.001N	074-02-48.001W
	Green can					
Corrective Action		Object of Corrective Action			Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true.

Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

<b>11548</b>	<b>40th Ed.</b>	<b>01-DEC-05</b>	<b>Last LNM: 06/09</b>	<b>NAD 83</b>		<b>07/09</b>
<i>Chart Title: Pamlico Sound Western Part</i>						
<b>CHART NC- PAMLICO SOUND- WESTERN PART. Page/Side: N/A</b>						
DELETE	Big Foot Slough Channel Buoy 9AA at			CGD05	35-08-28.428N	076-00-19.992W
<b>11550</b>	<b>29th Ed.</b>	<b>01-MAY-04</b>	<b>Last LNM: 06/09</b>	<b>NAD 83</b>		<b>07/09</b>
<i>Chart Title: Ocracoke Inlet and Part of Core Sound</i>						
<b>Main Panel 514 OCRACOKE INLET &amp; PART OF CORE SOUND. Page/Side: N/A</b>						
DELETE	Big Foot Slough Channel Buoy 9AA at			CGD05	35-08-28.428N	076-00-19.992W
<b>11555</b>	<b>40th Ed.</b>	<b>01-APR-06</b>	<b>Last LNM: 06/09</b>	<b>NAD 83</b>		<b>07/09</b>
<i>Chart Title: Cape Hatteras-Wimble Shoals to Ocracoke Inlet</i>						
<b>Main Panel 525 CAPE HATTERAS WIMBLE SHOALS TO OCRACOKE INLET. Page/Side: N/A</b>						
DELETE	Big Foot Slough Channel Buoy 9AA at			CGD05	35-08-28.428N	076-00-19.992W
RELOCATE	Hatteras Inlet Buoy 10A			CGD05	from 35-11-44.501N to 35-11-45.782N	075-45-25.536W 075-45-26.056W
RELOCATE	Hatteras Inlet Buoy 7A			CGD05	from 35-11-47.662N to 35-11-49.312N	075-45-14.400W 075-45-16.768W
RELOCATE	Hatteras Inlet Channel Buoy 12			CGD05	from 35-12-11.424N to 35-12-10.233N	075-43-55.131W 075-43-54.185W
RELOCATE	Hatteras Inlet Channel Lighted Buoy 13			CGD05	from 35-12-13.919N to 35-12-11.549N	075-43-55.458W 075-43-56.300W
<b>12204</b>	<b>37th Ed.</b>	<b>01-SEP-07</b>	<b>Last LNM: 02/09</b>	<b>NAD 83</b>		<b>07/09</b>

ChartTitle: Currituck Beach Light to Wimble Shoals

Main Panel 527 CURRITUCK BEACH LT TO WIMBLE SHOALS. Page/Side: N/A

CHANGE	Oregon Inlet Channel Light 54 to Oregon Inlet Channel Light 55 QG 15FT, 3M at	CGD05 35-47-21.540N	075-34-19.788W
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12205 31st Ed. 01-DEC-07 Last LNM: 02/09 NAD 83 07/09

ChartTitle: Cape Henry to Pamlico Sound, Including Albemarle Sd.; Rudee Heights

Main Panel 531 PAMLICO SOUND - VIRGINIA-NORTH CAROLINA. Page/Side: C

CHANGE	Oregon Inlet Channel Light 54 to Oregon Inlet Channel Light 55 QG 15FT, 3M at	CGD05 35-47-21.540N	075-34-19.788W
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12225 57th Ed. 01-MAY-08 Last LNM: 03/09 NAD 83 07/09

ChartTitle: Chesapeake Bay Wolf Trap to Smith Point

Main Panel 563 CHESAPEAKE BAY WOLF TRAP TO SMITH POINT. Page/Side: N/A

DELETE	Sounding in Feet; 33 (NOS NW-16863)	NOS 37-29-33.600N	076-00-55.800W
CHANGE	Obstruction R PT 1 OF 5; Obstns Chart No. 1: K40 (NOS NW-16863)	NOS 37-29-38.000N	076-01-07.800W
CHANGE	Obstruction R PT 2 OF 5; Obstns Chart No. 1: K40 (NOS NW-16863)	NOS 37-29-40.300N	076-00-51.500W
CHANGE	Obstruction R PT 3 OF 5; Obstns Chart No. 1: K40 (NOS NW-16863)	NOS 37-29-32.100N	076-00-50.800W
CHANGE	Obstruction R PT 4 OF 5; Obstns Chart No. 1: K40 (NOS NW-16863)	NOS 37-29-29.100N	076-00-55.600W
CHANGE	Obstruction R PT 5 OF 5; Obstns Chart No. 1: K40 (NOS NW-16863)	NOS 37-29-35.000N	076-01-08.300W

12226 17th Ed. 01-DEC-07 Last LNM: 51/08 NAD 83 07/09

ChartTitle: Chesapeake Bay Wolf Trap to Pungoteague Creek

Main Panel 564 CHESAPEAKE BAY WOLF TRAP TO PUNGOTEAGUE CREEK. Page/Side: N/A

DELETE	Sounding in Feet; 33 (NOS NW-16863)	NOS 37-29-33.600N	076-00-55.800W
CHANGE	Obstruction S PT 1 OF 5; Obstns Chart No. 1: K40 (NOS NW-16863)	NOS 37-29-38.000N	076-01-07.800W
CHANGE	Obstruction S PT 2 OF 5; Obstns Chart No. 1: K40 (NOS NW-16863)	NOS 37-29-40.300N	076-00-51.500W
CHANGE	Obstruction S PT 3 OF 5; Obstns Chart No. 1: K40 (NOS NW-16863)	NOS 37-29-32.100N	076-00-50.800W
CHANGE	Obstruction S PT 4 OF 5; Obstns Chart No. 1: K40 (NOS NW-16863)	NOS 37-29-29.100N	076-00-55.600W
CHANGE	Obstruction S PT 5 OF 5; Obstns Chart No. 1: K40 (NOS NW-16863)	NOS 37-29-35.000N	076-01-08.300W
ADD	Sounding in Feet; 26 (NOS NW-16863)	NOS 37-29-36.000N	076-00-55.000W

12230 63rd Ed. 01-DEC-06 Last LNM: 02/09 NAD 83 07/09

ChartTitle: Chesapeake Bay Smith Point to Cove Point

CHART VA-MD-CHESAPEAKE BAY: SMITH POINT TO COVE POINT. Page/Side: N/A

ADD	Gray Point Lighted Mooring Buoy A W Bu Private FI W 2s	CGD05 at 38-04-45.120N	076-23-49.980W
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12233 37th Ed. 01-JAN-07 Last LNM: 05/09 NAD 83 07/09

ChartTitle: Potomac River Chesapeake Bay to Piney Point

**Main Panel 570 POTOMAC RIVER-CHESAPEAKE BAY TO PINEY POINT. Page/Side: N/A**

ADD	Gray Point Lighted Mooring Buoy A W Bu Private Fl W 2s	CGD05 at 38-04-45.120N	076-23-49.980W
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**12253                      46th Ed.                      01-AUG-08                      Last LNM: 06/09                      NAD 83                      07/09**

*ChartTitle: Norfolk Harbor and Elizabeth River*

**Main Panel 593 NORFOLK HARBOR AND ELIZABETH RIVER. Page/Side: N/A**

CHANGE	Tabulation - Elizabeth River Southern Branch Channel Depths <a href="http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=171056">http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=171056</a> ; Tabulation - Elizabeth River Southern Branch Channel Depths (NOS NW-16815)	NOS 36-46-33.000N	076-15-00.000W
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**12280                      8th Ed.                      01-MAR-08                      Last LNM: 05/09                      NAD 83                      07/09**

*ChartTitle: Chesapeake Bay*

**Extension 2975 CHESAPEAKE BAY - SOUTHERN PART. Page/Side: 1**

CHANGE	Obstruction T PT 1 OF 5; Obstns	Chart No. 1: K40 (NOS NW-16863)	NOS 37-29-38.000N	076-01-07.800W
CHANGE	Obstruction T PT 2 OF 5; Obstns	Chart No. 1: K40 (NOS NW-16863)	NOS 37-29-40.300N	076-00-51.500W
CHANGE	Obstruction T PT 3 OF 5; Obstns	Chart No. 1: K40 (NOS NW-16863)	NOS 37-29-32.100N	076-00-50.800W
CHANGE	Obstruction T PT 4 OF 5; Obstns	Chart No. 1: K40 (NOS NW-16863)	NOS 37-29-29.100N	076-00-55.600W
CHANGE	Obstruction T PT 5 OF 5; Obstns	Chart No. 1: K40 (NOS NW-16863)	NOS 37-29-35.000N	076-01-08.300W

**12285                      39th Ed.                      01-MAR-08                      Last LNM: 05/09                      NAD 83                      07/09**

*ChartTitle: Potomac River; District of Columbia*

**CHART MD-VA-DC- POTOMAC RIVER. Page/Side: N/A**

RELOCATE	Hains Point Junction Lighted Buoy HP	CGD05 from 38-51-05.400N to 38-51-05.785N	077-01-19.700W 077-01-19.714W
ADD	Morgantown Lighted Mooring Buoy A W Bu Private. Fl W 2s	CGD05 at 38-20-53.520N	076-59-04.680W

**Main Panel 644 POTOMAC RIVER,SMITH POINT VIRGINIA TO BRETON BAY MARYLAND. Page/Side: A**

ADD	Gray Point Lighted Mooring Buoy A W Bu Private Fl W 2s	CGD05 at 38-04-45.120N	076-23-49.980W
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**12286                      30th Ed.                      01-AUG-06                      Last LNM: 03/09                      NAD 83                      07/09**

*ChartTitle: Potomac River Piney Point to Lower Cedar Point*

**Main Panel 661 POTOMAC RIVER PINEY POINT TO LOWER CEDAR POINT. Page/Side: N/A**

ADD	Morgantown Lighted Mooring Buoy A W Bu Private. Fl W 2s	CGD05 at 38-20-53.520N	076-59-04.680W
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**12287                      17th Ed.                      03-FEB-96                      Last LNM: 03/09                      NAD 83                      07/09**

*ChartTitle: Potomac River Dahlgren and Vicinity*

**Main Panel 662 POTOMAC RIVER DALGREN AND VICINITY. Page/Side: N/A**

ADD	Morgantown Lighted Mooring Buoy A W Bu Private. Fl W 2s	CGD05 at 38-20-53.520N	076-59-04.680W
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12288      20th Ed.      01-OCT-07      Last LNM: 52/08      NAD 83      07/09  
ChartTitle: Potomac River Lower Cedar Point to Mattawoman Creek  
Main Panel 663 POTOMAC RIVER LOWER CEDAR POINT TO MATTAWOMAN CREEK. Page/Side: N/A  
ADD      Morgantown Lighted Mooring Buoy A      CGD05  
W Bu Private.      at 38-20-53.520N      076-59-04.680W  
FI W 2s

12289      49th Ed.      01-JUN-05      Last LNM: 52/08      NAD 83      07/09  
ChartTitle: Potomac River Mattawoman Creek to Georgetown; Washington Harbor  
CHART MD-VA-DC-POTOMAC RIVER: MATTAWOMAN TO GEORGETOWN. Page/Side: N/A  
RELOCATE      Hains Point Junction Lighted Buoy HP      CGD05  
from 38-51-05.400N      077-01-19.700W  
to 38-51-05.785N      077-01-19.714W

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## SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

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### SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
155M LANTERN CONVERSION TO LED		

### Advance Notice(s)

#### VA – JAMES RIVER – ADVANCE NOTICE FOR BUOY RELOCATION

With the completion of dredging of the Jordan Point- Harrison Point- Windmill Point Shoal Channel, on or about February 20, 2009, the Coast Guard will relocate James River Channel Lighted Buoy 90 (LLNR 12400) to position 37-18-13.481N, 077- 07- 06.241W to properly mark this newly dredged section of the federal navigation project The Send comments to:

Commander (dpw)  
Fifth Coast Guard District  
431 Crawford Street, Rm.100  
Portsmouth, VA. 23704  
Attn.: Albert Grimes Or email to: Albert.L.Grimes@uscg.mil  
Chart: 12251.

LNM: 06/09

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## SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

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### PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

### Proposed Change Notice(s)

#### MD- VA - DC- POTOMAC RIVER - WOODROW WILSON BRIDGE- PROPOSED CHANGE TO OPENING REQUIREMENTS

Mariners are advised that the Coast Guard proposes to change the regulations governing the operation of the new Woodrow Wilson (I-95) Bridge, at mile 103.8, across the Potomac River between Alexandria, VA, and Oxon Hill, MD. This proposal aims to balance the number of required bridge openings based on the projected use by vehicular and marine traffic needs. The proposal would permanently maintain the drawbridge in the closed-to-position each day from 10 a.m. to 2 p.m. Comments on this proposal should be forwarded to the above address attention (dpb) no later than March 26, 2009. A copy of Public Notice 5-1136, which describes the proposal in detail, can be obtained by writing to the address above or by calling (757) 398-6222. Chart: 12285 & 12289.

LNM: 06/09

#### VA – CHESAPEAKE BAY – HAMPTON ROADS - THIMBLE SHOAL LIGHT – AIDS TO NAVIGATION CHANGE

The Coast Guard is soliciting for comments on a proposal to reduce the nominal range from 20NM to 18NM and discontinue the sound signal on Thimble Shoal Light. Discontinuing the sound signal will remove a substantial electrical load and its removal is not anticipated to adversely affect navigation safety. Comments on the proposal to discontinue the horn and reduce the nominal range can be provided to:  
Commander (dpw)

Fifth Coast Guard District

431 Crawford Street, Rm.100

Portsmouth, VA.23704

Attn.: Albert Grimes Or email to: Albert.L.Grimes@uscg.mil

In your comments, please address the impacts these proposed changes may impose on your operations. Please also include in your correspondence the means you are using to navigate in the area of Thimble Shoal Light and any electronic sensors used while traversing the waters of Chesapeake Bay. Charts: 12221, 12245.

LNM: 05/09

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## SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

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### VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:

- Willoughby Bay

- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.

- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pick up truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

All mariners are requested to remain well clear of the helicopters, the towed devices, and the area extending directly behind the aircraft for four hundred yards. Do not approach or cross the area directly behind the towed device as a submerged hazard exists regardless of whether the device is in motion or stationary.

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outboard from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered. Charts: 12200, 12205, 12221, 12222 & 12254.

### VA -YORK RIVER - U.S. NAVAL WEAPONS STATION - CHEATHAM ANNEX - SMALL ARMS LIVE FIRE DANGER ZONE

A Danger zone has been established within an area beginning at Mean High Water on the shore at the U.S. Naval Weapons Station, Cheatham Annex facility on the York River, located at 37-17-33.10N, 076-36-19.06W; then northeast to a point on the York River at 37-18-36.650N, 076-34-39.010"W, thence south, southeast to 37-18- 59.37N, 076-34-13.65W; then southwest to a point on the shore located at 37-17-26.750N, 076-36-14.890W. Vessels may transit this area at any time, however, no vessel shall anchor, fish or conduct any waterborne activities within the Danger Zone established in accordance with this regulation any time live firing exercises are being conducted. Any time live firing is being conducted a red flag will be displayed in a conspicuous location along the shore to signify the range is active. At night, red lights will be displayed. Chart: 12241.

### VA - COASTAL - U.S. NAVAL BASE DAM NECK, VIRGINIA BEACH - SMALL ARMS RANGE LIVE FIRE SCHEDULE

All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37TH) Edition when operating south of the entrance to the Chesapeake Bay, off the Dam Neck Naval Firing Range. When firing is in progress during daylight hours, red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The U.S. Naval Base Dam Neck Live Fire Range will be active during periods advertised by Broadcast Notice to Mariners. Charts: 12203, 12205,

## **VA - COASTAL - U.S. NAVAL BASE DAM NECK, VIRGINIA BEACH - SMALL ARMS RANGE LIVE FIRE SCHEDULE**

12207 & 12221.

## **VA - COASTAL - STATE MILITARY RESERVATION, CAMP PENDLETON, VIRGINIA BEACH - SMALL ARMS LIVE FIRE SCHEDULE**

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36- 49- 09N, 075- 58- 45W. All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37th) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The Camp Pendleton Live Fire Range will be active during the following periods:

NO SCHEDULED SHOOTS AT THIS TIME.

Charts: 12203, 12205, 12207 & 12221.

LNM: 18/08

## **NC - NEW RIVER - FIRING EXERCISES**

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10.0 miles southwest of New River Inlet, North Carolina, within the existing danger zone (depicted as 334.440) as shown on National Ocean Service Chart 11543, will be hazardous to navigation because of field firing exercises during the periods and times listed below. Firing will be to 3 miles seaward. Vessels are urged to avoid the above area during the periods stated except for the Atlantic Intracoastal Waterway, where mariners traveling through this area can expect a delay of about one hour during the above times. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

The restricted areas in New River, as shown on National Ocean Service Chart 11542, will be closed to navigation because of firing exercises during the following periods:

Jacksonville Sector Sunrise to Sunset - daily.

Farnell Bay Sector Sunrise to Sunset - daily.

Traps Bay Sector Sunrise to Sunset - daily.

Stone Bay Sector 12:01 a.m. to Midnight - daily.

Stone Creek Sector 12:01 a.m. to Midnight - daily.

Grey Point Sector 12:01 a.m. to Midnight - daily.

Ship operations consisting of landing craft, amphibious vehicles, and helicopters will be conducted in the Onslow Beach operating area and all sectors of New River from 12:01 a.m. to Midnight - daily. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

Charts: 11542 & 11543.

## **VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES**

Rocket launches are regularly scheduled in the vicinity of Wallops Island, VA. Prior to these launches, visual signals will be displayed consisting of either a large orange-colored, "blimp-shaped" balloon by day or a signal rotating alternately red and white beacon by night. The balloon will be flown from a position at 37°50-38N / 075°28-47W and the beacon will be displayed approximately 200 feet above mean high water in position 37°50-16N / 075°29-07W. While the warning signal is displayed, all persons and vessels in the danger zone, except vessels entering or departing Chincoteague Inlet, shall leave the zone promptly by the shortest possible route and remain outside the zone until allowed by a patrol boat to enter or the danger signal has been discontinued. Vessels entering or departing Chincoteague Inlet must take the shortest route possible upon display of the danger signal. The danger zone is depicted on navigational charts 12210 and 12211 with corner points starting in the vicinity of Assawoman Inlet and proceeding southerly to position 37-43-20N / 075-29-41W; thence northeasterly to a point in the vicinity of Chincoteague Shoals; thence westerly back to Wallops Island shoreline.

## **NJ - DELAWARE BAY ENTRANCE - CAPE MAY POINT - DREDGING/BEACH NOURISHMENT**

The Dredge PADRE ISLAND will be conducting dredging operations in the entrance to Delaware Bay and transferring dredged material to a pump out location via pipeline at Cape May Point/Lower Cape May Meadows from 06 February until 15 March, 2009. The dredge will monitor VHF-FM Channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 12214.

LNM: 06/09

## **MD - UPPER CHESAPEAKE BAY - POPLAR ISLAND ACCESS CHANNEL - DREDGING**



#### **MD – UPPER CHESAPEAKE BAY - POPLAR ISLAND ACCESS CHANNEL- DREDGING**

The Dredge SWINGING DRAGON will be conducting dredging operations in the vicinity of Poplar Island Access Channel from 17 February until 01 May, 2009. The dredge will monitor VHF-FM Channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 12272.

LNM: 06/09

#### **MD/VA/DC - POTOMAC RIVER - WOODROW WILSON BRIDGE - BRIDGE INFORMATION**

Mariners are advised that construction of the new Woodrow Wilson Memorial Bridge across the Potomac River, mile 103.8, between Alexandria, Virginia and Oxon Hill, Maryland is ongoing until 2009. Though the major in-water construction has been completed and the previously-scheduled limited channel width restrictions in the 175-foot wide federal navigation channel have been removed, mechanical demolition and removal of debris from the old bridge toward the MD shoreline continues. Temporary regulatory markers remain in place at both ends of the debris removal area. Boaters near the Maryland shoreline should use extreme caution when transiting the area near the old bridge remains, and are reminded that they operate at their own risk when operating outside the navigation channel and within the previously-dredged portion of the waterway intended as temporary access for construction vessels to and from the bridge work site. In addition, the Woodrow Wilson Bridge Project has discontinued private aids to navigation, established to mark an auxiliary channel that is no longer in use. For any questions, please contact Mr. Mike Baker, Woodrow Wilson Bridge Project, at 443-615-0215. The Project's website, [www.wilsonbridge.com](http://www.wilsonbridge.com), contains additional information. For bridge opening requests, refer to the drawbridge operation regulations described in Title 33 Code of Federal Regulations Section 117.255. Charts: 12285 & 12289

LNM: 31/08

#### **MD-CHESAPEAKE BAY-APPROACHES TO BALTIMORE HARBOR-PATAPSCO RIVER (MIDDLE BRANCH) - MARINE CONSTRUCTION**

Mariners are advised that McLean Contracting Corp. will conduct mechanical dredging with pile driving and demolition operations near the Maryland Port Administration's Fairfield Marine Terminal Pier 4, located in the Masonville area at Baltimore, Maryland, from January 15, 2008 through December 1, 2009. These operations will include the installation of a 50 ft x 40 ft cofferdam, water main, demolition and diving operations at approximate position 39-15-12.97 N, 076-34-56.29 W, occur Mondays through Fridays from 6 a.m. to 6 p.m., and use mooring buoys, sheet pile and H-pile structures, barges and floating cranes. All vessels and structures will be lighted and marked in accordance with the Navigation Rules. Diving operations are conducted daily and a NO WAKE transit is requested. Interested traffic may contact the work boats Sweat Pea and WB29 on marine band radio channels 16 or 13 VHF-FM, if necessary. For any comments or questions, contact Mr. Jeff Phillips (Contract Manager) at telephone number (410) 553-6700. Chart: 12281.

LNM: 07/09

#### **MD – CHESAPEAKE BAY - HONGA RIVER/TAR BAY- DREDGING**

The Dredge Jenni Lea II will be conducting dredging operations in the vicinity of the Honga River and Tar Bay from 23 February until 22 March, 2009. The dredge will monitor VHF-FM Channels 13 and 16. A lighted floating and submerged polyethylene pipeline will run from Honga River Channel across Tar Bay to the Barren Island Disposal Site. The assisting tenders Betty Lou and Amity will be on scene. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 12261.

LNM: 07/09

#### **MD – CHESAPEAKE BAY – EASTERN BAY AND SOUTH RIVER – EASTERN BAY – POPLAR ISLAND NARROWS – HAZARD TO NAVIGATION**

The U.S. Army Corps of Engineers has confirmed a report of several submerged rock piles emplaced to create two fish habitat reef lines in the Chesapeake Bay, approximately 100 feet north and northeast of the Poplar Island Habitat Restoration Perimeter Dike. A reef line is located between approximate positions 38-46-57N, 076-22-35W and 38-46-56N, 076-22-24W. And a reef line located between 38-46-44N, 076-22-10W and 38-46-35N, 076-22-10W. The rock piles are reported to be awash at MLLW. Mariners are urged to use caution when transiting the area. Chart: 12263.

LNM: 43/08

#### **VA - ELIZABETH RIVER - EASTERN BRANCH - MOSELEY CREEK - BROAD CREEK - NEW BRIDGE CONSTRUCTION**

Mariners are advised that Skanska USA Civil Southeast Inc. (the contractor), on behalf of Hampton Roads Transit (the bridge owner), will begin construction of the new double-track light rail project across Broad Creek from Brambleton Avenue to Newton Road located in Norfolk, VA. There will be a crane barge, material barges and a tug boat to support the new bridge construction which is parallel with the Interstate 264 Bridge that spans Broad Creek. Demolition of the existing railroad trestle is the first activity scheduled to begin on May 27, 2008. Pile driving, concrete

**VA - ELIZABETH RIVER - EASTERN BRANCH - MOSELEY CREEK - BROAD CREEK - NEW BRIDGE CONSTRUCTION**

construction and girder setting will continue through March 2009. The work will not block the Broad Creek channel. Mariners should exercise caution when transiting the area. Chart :12253.

LNM: 19/08

**VA – HAMPTON ROADS – LYNNHAVEN RIVER – CRAB CREEK - DREDGING**

Salmons, Inc. dredge barge will be conducting dredging operations in Crab Creek from 11 February until 28 February, 2009. The dredge will monitor VHF-FM Channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 12254.

LNM: 07/09

**VA – ATLANTIC INTRACOASTAL WATERWAY (AIWW), SOUTHERN BRANCH OF THE ELIZABETH RIVER TO THE ALBERMARLE AND CHESAPEAKE CANAL - BRIDGE CLOSURE**

Mariners are advised that the Norfolk Southern #7 Railroad Bridge, at AIWW mile 5.8, across the Southern Branch of the Elizabeth River in Chesapeake VA, will be closed to vessels to complete structural repairs beginning at 5 a.m. until and including 11 p.m. each Sunday on February 1, February 8, March 1, March 8, April 5, April 12, May 3 and May 10, 2009. At all other times, the drawbridge will operate in accordance with the operating drawbridge regulations set out in Title 33 Code of Federal Regulations Part 117.997(e). Mariners should adjust their transits accordingly. Chart: 12253.

LNM: 02/09

**VA - JAMES RIVER - BRIDGE OPENING NOTICE REQUIREMENTS FOR BENJAMIN HARRISON BRIDGE**

Mariners are advised that the Benjamin Harrison Bridge (at mile 65.0) across James River in Hopewell Virginia, will require a two hour notice to the bridge tender to open for vessel traffic starting at 11:00 a.m. Wednesday May 21, 2008 until further notice. Mariners should plan their trips accordingly. Chart: 12316

LNM: 22/08

**VA – VIRGINIA INSIDE PASSAGE – SHOALING**

Shoaling to a depth of 2 feet MLW has been reported between Virginia Inside Passage Light 180 (LLNR 6210) and Great Machipongo Inlet North Channel Junction Light NC (LLNR 6875). Mariners should also use extreme caution when transiting the area. Chart: 12210.

LNM: 06/09

**VA – JAMES RIVER – CHICKAHOMINY RIVER - TEMPORARY MOORING BUOY ESTABLISHED**

Skanska U.S.A Southeast has established the following temporary lighted mooring buoy in association with the demolition of the Route 5 bridge over the Chickahominy River, until October 1, 2009.

1. Skanska Lighted Mooring Buoy CR (no LLNR) at: 37-15-19.50N, 076-52-33.42W, FI W 2s, White with blue band.  
Chart: 12251.

LNM: 06/09

**NC –WRIGHTSVILLE BEACH - ATLANTIC INTRACOASTAL WATERWAY (AIWW) - BRIDGE REPAIRS**

Mariners are advised that structural repairs will be conducted from February 20 until April 5, 2009 at the S.R. 74 Bridge, at AIWW mile 283.1, at Wrightsville Beach, NC. To facilitate repairs, construction equipment (two barges, measuring 40 feet X 60 feet with crane and work platforms measuring 10 feet X 15 feet along with two work boats) will occupy the channel to perform pile replacement, sheet piling, excavation, and concrete fill. Normal activity will be from 7 a.m. until dark, Monday through Saturday.

There are activities which will require placement of construction equipment in the channel:

- 1) During sheet piling driving operations, each day from 11:30 p.m. to 5 a.m. beginning February 23 to 25, 2009, and from March 2 to 4, 2009, the drawbridge will be in the full opened position to vessels; however, construction equipment will be moored in the navigable channel reducing the available horizontal clearance to approximately 45 feet.
- 2) After the sheet pile wall is installed, the larger 40 X 60 barge will only be placed in the channel intermittently throughout the remainder of the project and there will be no conflict with the channel on any Friday through Sunday, nor any holidays.
- 3) During concrete placement at the end of the project, the larger 40 X 60 barge may be placed in the channel for one day or one night only, ranging from March 20 to April 2, 2009.

Mariners requiring the full width of the channel are requested to provide at least two hours advance notice by calling either (910) 612-8112, (336) 8102 or the bridge tender at (910) 256-2886. Construction equipment will be moored outside the navigable channel when not utilized. All barges will be marked with red quick flash lights on all corners adjacent to the channel and white steady burn lights on the corners furthest from the channel. Mariners should also use extreme caution when transiting the area. Chart: 11541.

LNM: 04/09

#### **NC – OCRACOCKE INLET – BIG FOOT SLOUGH CHANNEL - DREDGING**

The Dredge MARION will be conducting dredging operations in the vicinity of Big Foot Slough and Ocracoke Ferry Channel from 02 February until 02 April, 2009. The dredge will monitor VHF-FM Channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 11550.

LNM: 06/09

#### **NC - OREGON INLET - SHOALING**

A U.S. Army Corps of Engineers survey indicates channel depths between 2.8 and 10 .0 feet MLLW exists east of the fendered span of the Herbert C. Bonner Bridge. Mariners should avoid transiting this area during periods of low water and exercise caution during other tidal periods. Mariners are advised that the only navigational channel under the Bonner Bridge is through the fendered span. Transiting through any unfendered span presents a significant hazard to the vessel and the bridge. Mariners can view the survey at <http://www.saw.usace.army.mil/nav/OREGON.htm> Charts: 12204 & 12205.

LNM: 42/08

#### **NC –CAPE FEAR RIVER – WILMINGTON INNER HARBOR THRU BALDHEAD REACH/SMITH ISLAND RANGE - DREDGING**

The Great Lakes Dredge and Dock Co. Dredge ILLINOIS will be conducting dredging operations in the Cape Fear River from Wilmington Inner Harbor to Baldhead Reach from 02 February until 15 May, 2009. The dredge will monitor VHF-FM Channels 13 and 16. A submerged pipeline will run from the Southport Channel in the vicinity of Cape Fear River to Little River Daybeacon 13 (LLNR 40080) to Caswell Beach outside the channel and via the jack-up booster REGGIE. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 11537.

LNM: 06/09

#### **NC – OCRACOCKE INLET – SHOALING**

Shoaling to a depth of 3 feet MLW has been reported in the vicinity of Ocracoke Inlet Buoy 3 (LLNR 28910) and Ocracoke Inlet Buoy 4 (LLNR 28915). The channel has been reported as shifting to the east. Mariners should use extreme caution when transiting the area. Chart: 11550.

LNM: 06/09

#### **NC – AIWW – RICH INLET – FIGURE 8 ISLAND - DREDGING**

The Dredge RICHMOND will be conducting dredging operations in the vicinity of Rich Inlet in Nixon Channel at the north end of Figure 8 Island from 05 February until 31 March, 2009. The dredge will monitor VHF-FM Channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 11541.

LNM: 06/09

#### **NC – LOCKWOOD'S FOLLY RIVER - DREDGING**

The Dredge WILKO will be conducting dredging operations in the vicinity of Lockwood's Folly River from 12 February until 20 February, 2009. The dredge will monitor VHF-FM Channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment

**NC – LOCKWOOD'S FOLLY RIVER - DREDGING**

will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 11541

LNM: 07/09

**SECTION VIII - LIGHT LIST CORRECTIONS**

An Asterisk \*, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
130	<i>Five Fathom Bank Traffic Lane Lighted Buoy FB</i>	38-46-51.000N 074-55-35.000W	Fl Y 6s		7	Yellow.		07/09
					*			
165	<i>Delaware Lighted Buoy D</i>	38-27-18.411N 074-41-46.593W	Fl Y 6s		7	Yellow.	RACON: K (– • –).	07/09
					*			
348	<i>Surface Gunnery Area 8 Lighted Buoy GB</i>	37-12-00.000N 074-51-39.738W	Fl Y 6s		5	Yellow.		07/09
					*			
349	<i>Surface Gunnery Area 8 Lighted Buoy GC</i>	37-12-15.000N 074-51-49.089W	Fl Y 2.5s		5	Yellow.		07/09
					*			
1530	Harbor of Refuge Light	38-48-52.223N 075-05-32.621W	Fl W 10s (2 R sectors)	72	W 19 R 16	White conical tower, on black cylindrical substructure.	Red from 325° to 351°, covers Hen and Chicken Shoal, and 127° to 175° covers Brown Shoals. HORN: 2 blasts ev 30s (2s bl-2s si-2s bl-24s si). Structure maintained by entity outside the U.S. Coast Guard.	07/09
							*	
1575	Fourteen Foot Bank Light	39-02-53.696N 075-10-55.938W	Fl W 9s 3s fl 6s ec. (R Sector)	59	W 13 R 10	White tower and dwelling on black cylindrical pier.	Red from 332.5° to 151°, covers Brown and Joe Flogger Shoals. HORN: 1 blast ev 30s (3s bl). Operates continuously from Mar. 15 to Dec. 1. Structure maintained by entity outside the U.S. Coast Guard.	07/09
							*	
4360 195	<i>Indian River Inlet Lighted Gong Buoy 1</i>	38-36-32.902N 075-02-46.447W	Fl G 2.5s		4	Green.		07/09
7125	<i>Chesapeake Channel Lighted Buoy 18</i> 75 feet outside channel limit.	37-05-45.372N 076-06-44.068W	Fl R 2.5s		5	Red.		07/09
					*			
7230	<i>Chesapeake Channel Lighted Buoy 38</i> 75 feet outside channel limit.	37-17-30.730N 076-06-43.500W	Fl R 2.5s		5	Red.		07/09
					*			
7305	<i>Chesapeake Channel Lighted Buoy 44</i>	37-32-09.157N 076-02-21.145W	Fl R 2.5s		5	Red.	Replaced by nun when endangered by ice.	07/09
					*			

## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
7425	<i>Chesapeake Channel Lighted Bell Buoy 60</i>	37-40-27.972N 076-09-16.486W	FI R 2.5s		5	Red.	Replaced by nun when endangered by ice.
					*		
9699	<i>APM Terminal Channel Lighted Buoy 1</i>	36-52-39.879N 076-20-13.464W	Q G		3	Green.	07/09
					*		
9810	<i>Portsmouth Marine Terminal Lighted Buoy 2PM</i>	36-51-43.371N 076-19-21.394W	Q R		3	Red.	07/09
					*		
10470	<i>Little Creek Harbor Entrance Lighted Buoy 2</i>	36-56-29.403N 076-10-47.608W	FI R 2.5s		5	Red.	07/09
					*		
16638	<i>Gray Point Lighted Mooring Buoy A</i>	38-04-45.120N 076-23-49.980W	FI W 2s			White with blue band.	Private aid.
*	*	*	*	*	*	*	*
16640	SMITH CREEK - POTOMAC RIVER APPROACH LIGHT 2S	38-05-30.937N 076-24-15.175W	Q R	15	5		07/09
	*						
16645	SMITH CREEK - POTOMAC RIVER LIGHT 3	38-06-00.966N 076-24-15.090W	FI G 2.5s	17	3		07/09
	*						
16650	SMITH CREEK - POTOMAC RIVER LIGHT 4	38-06-08.274N 076-24-27.159W	FI R 4s	17	3		07/09
	*						
16655	SMITH CREEK - POTOMAC RIVER LIGHT 6	38-06-46.877N 076-24-28.602W	FI R 6s	15	4		07/09
	*						
17355	<i>Potomac River Mid- Channel Lighted Whistle Buoy C</i>	38-11-49.668N 076-44-39.573W	Mo (A) W		6	Red and white stripes.	Replaced by can when endangered by ice.
					*		
17712	<i>Morgantown Lighted Mooring Buoy A</i>	38-20-53.520N 076-59-04.680W	FI W 2s			White with blue band.	Private aid.
*	*	*	*	*	*	*	*
18600	<i>Upper Potomac River Channel Lighted Buoy 90</i>	38-46-42.391N 077-02-04.085W	FI R 4s		4	Red.	Replaced by LIB of reduced intensity from Dec. 1 to Mar. 15.
	*						
18705	<i>Hains Point Junction Lighted Buoy HP</i>	38-51-05.785N 077-01-19.714W	FI (2+1)G 6s		4	Green and red bands.	Replaced by LIB of reduced intensity from Dec. 1 to Mar. 15.
		*					
28195	OREGON INLET CHANNEL LIGHT 55	35-47-21.540N 075-34-19.788W	Q G	15	3	SG on pile.	07/09
	*		*			*	
28666	Hatteras Inlet Buoy 7A	35-11-49.312N 075-45-16.768W				Green can.	07/09
	*						
28726.1	Hatteras Inlet Buoy 10A	35-11-45.782N 075-45-26.056W				Red nun.	07/09
	*						
28732	Hatteras Inlet Channel Buoy 12	35-12-10.233N 075-43-54.185W				Red nun.	07/09
	*						

## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
28735.2	<i>Hatteras Inlet Channel Lighted Buoy 13</i>	35-12-11.549N 075-43-56.300W	Q G		3	Green.	07/09
		*					
29057	Big Foot Slough Channel Buoy 9aa						Remove from list. 07/09 *

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**PUBLICATION CORRECTIONS**


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None

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**ENCLOSURES**


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**5 Enclosures.**

1. U.S. Coast Pilot 4, Atlantic Coast; Cape Henry, VA to Key West, FL., 2008 (40th) Edition. Change No. 08.
  2. Marine Safety Information Bulletin 03-09, Captain of the Port of Wilmington, NC ;
  - S.R. 74/WRIGHTSVILLE BEACH (LIFT) BRIDGE STRUCTURAL REPAIRS.
  3. Summary of Dredging.
  4. Summary of Shoaling.
  5. Summary of Bridge Permits/Regulations/Construction.
- 
-

Publication—National Ocean Service—U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2008 (40<sup>th</sup>) Edition. Change No. 08.

Coast Pilot 4 40<sup>th</sup> Ed 2008

Corrections

Page 6-Paragraph 52, line 7; read:  
website is

[http://www.nauticalcharts.noaa.gov/mcd/updates/LN\\_M\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LN_M_NM.html).

(NOS/09)

Page 43-Paragraph 8, lines 2-3; read:

**Oceanic and Atmospheric Administration:** (50 CFR 222, 224 and 226).

(NOS/09)

Page 99-Paragraph 1292, lines 2-3; read:

Wilmington, need not open for the passage of vessels.

(FR 08/08/08; DD 11912)

Page 222-Paragraph 40, lines 7-8; read:

In August 2008, the controlling depth was 2.3 feet in the channel with 7 feet in the basin.

(DD 11951)

Page 225-Paragraph 78, lines 7-15; read:

which leads to Pamlico Sound. In August 2007, the midchannel controlling depth in the entrance channel to Silver Lake was 7.7 feet. Teaches Hole Channel is subject to frequent changes; buoys are frequently shifted in position. In May 2008, the controlling depth in Big Foot Slough Channel was 3.1 feet; caution is advised. The channel ...

(DD 9837; DD 11948)

Page 249-Paragraph 63, lines 3-5; read:

Beaufort. In August 2008, the reported depth to the basin and in the basin was 12 feet.

(DB 17238)

Page 262-Paragraph 19, lines 9-10; read:

the best water, and therefore not charted. In 1998-October 2008, the reported controlling depth in the marked ...

(DDs 12908-11)

Page 284-Paragraph 12, lines 10-12; read:  
Island.

(DD 12785)

Page 340-Paragraph 11, lines 3-4; read:  
Fort Pierce Inlet.

(NOS/09)

Page 343-Paragraph 47, lines 5-10; read:

awash. In May 2008, the controlling depth through the inlet was 5.8 feet (12 feet at midchannel). Safe navigation may be hampered by numerous recreational fishing ...

(DDs 12446-50)

Page 391-Paragraph 86, line 9; read:

storage. In July 2008, the reported approach depth was 6 ...

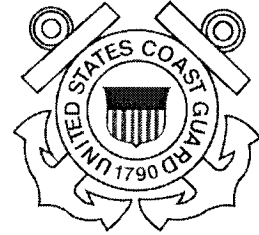
(DB 17124)

Page 432-Paragraph 39, read:

[http://www.nauticalcharts.noaa.gov/nsd/distances-ports/.](http://www.nauticalcharts.noaa.gov/nsd/distances-ports/))

(NOS/09)

U.S. COAST GUARD  
MSU WILMINGTON  
721 MEDICAL CENTER DRIVE, SUITE 100  
WILMINGTON, NC 28401-7574  
TEL: (910) 772-2200  
FAX: (910) 772-2205



U. S. COAST GUARD CAPTAIN OF THE PORT  
MARINE SAFETY INFORMATION BULLETIN 03-09

**S.R. 74/WRIGHTSVILLE BEACH (LIFT) BRIDGE STRUCTURAL  
REPAIRS**

February 10, 2009

Mariners are advised that structural repairs will be conducted from February 20 until April 5, 2009 on the Atlantic Intracoastal Waterway (AIWW) - S.R. 74 / Wrightsville Beach (lift) bridge, at mile 283.1. Construction equipments are expected to be placed in the channel occasionally throughout the duration of the project. Barges will be marked with red quick flash lights on all corners adjacent to the channel and white steady burn lights on the corners furthest from the channel. Normal activity will be from 7 a.m. until dark, Monday through Saturday.

The drawbridge will be in the full opened position to vessels during the periods of February 23 – 25, 2009 and March 2 – 4, 2009, from 11:30 p.m. to 5:00 a.m.

**HOWEVER**, the horizontal clearance will be reduced to approximately 45 feet due to construction equipment that will be moored in the navigable channel.

Mariners requiring the full width of the channel are requested to provide at least two hours advance notice by calling either (910) 612-8112, (910) 336-8102 or the bridge tender at (910) 256-2886.

All mariners transiting in the area should proceed with extreme caution. For further information, please contact the Command Center, Coast Guard Sector North Carolina at telephone number (252) 247-4570 or on VHF-FM channel 16.

A handwritten signature in black ink, appearing to read "D. M. Dostie".

D. M. DOSTIE

Lieutenant Commander, U. S. Coast Guard  
Alternate Captain of the Port, Cape Fear River



**SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS**

NJ Cape May Point Dredging/Beach nourishment 06 Feb to 15 Mar, 2009 DREDGE PADRE ISLAND Ref. LNM 06/09.  
DE ConocoPhillips Facility Marcus Hook Dredging 03 Dec, 2008 DREDGE CHARLESTON Ref. LNM 49/08.  
MD Baltimore Harbor/Masonville Piers Marine construction/diving operations Jan to 01 Dec 2009 McLean Contracting  
Ref. LNM 07/09.  
MD Honga River/Tar Bay Dredging 23 Feb to 22 Mar, 2009 DREDGE Jenni Lea II Ref. LNM 07/09.  
MD Approaches to Baltimore Hbr./Duck Creek/Deep Creek Dredging 12 Jun until completed Ref. LNM 26/08.  
MD Craighill Channel/Cut Off Angle Dredging 15 Jan to 01 Mar, 2009 Great Lakes Dredging Clamshell DREDGES GL 54  
and GL 55 Ref. LNM 02/09  
MD Poplar Island Access Channel Dredging 17 Feb to 01 May, 2009 DREDGE SWINGING DRAGON Ref. LNM 06/09/  
VA James River/Dancing Point to Swann Point Reach Dredging 18 Feb to 01 Mar, 2009 DREDGE LEXINGTON  
Ref. LNM 06/09  
VA Hampton Roads/ Newport News Middle Ground Underwater construction Until completed WEEKS BARGES 271 & 96  
Ref LNM 03/09  
VA Thimble Shoal Channel/Chesapeake Bay Bridge Tunnel rock groin replacement until completed SKANSKA INC  
Ref. LNM 45/08.  
VA Rudee Inlet Dredging Dredge RUDEE operates 24/7 weather permitting.  
VA Lynnhaven River/Crab Creek Dredging 11 Feb to 28 Feb, 2009 Salmons, Inc. Ref. LNM 07/09.  
NC Cape Fear River/Baldhead Shoal Channel to Wilmington Inner Harbor Dredging 02 Feb to 15 May, 2009  
DREDGE ILLINOIS Ref. LNM 06/09  
NC Lockwoods Folly/Lockwoods River Dredging 19 Jan to 25 Feb, 2009 DREDGE WILKO Ref. LNM 02/09.  
NC Hammocks Beach State Park/Cows Creek Dredging 24 Jan to 31 Mar, 2009 DREDGE GAIL RENE  
Ref. LNM 02/09  
NC Cape Fear River/Wilmington Terminal Pier repair Dec 2008 to April 2010 Ref. LNM 49/08.  
NC AIWW/Ocean Isle Beach Dredging 14 Nov to 15 Apr, 2009 DREDGE CAPT LEO Ref. LNM 46/08.  
NC AIWW/Figure 8 Island Dredging 05 Feb to 31 Mar, 2009 DREDGE RICHMOND Ref. LNM 06/09.  
NC AIWW/LOCKWOODS Folly River Dredging 12 Feb to 20 Feb, 2009 DREDGE WILCO Ref. LNM 07/09.

## **SUMMARY OF REPORTED HAZARDS TO NAVIGATION/ SHOALING**

### **PA - UPPER DELAWARE RIVER – WILMINGTON TO PHILADELPHIA - MANTUA CREEK ANCHORAGE - HAZARD TO NAVIGATION**

A 2" towing cable has been reported fouling the Mantua Creek Anchorage at approximate position 39-52.157N, 075-12.497W. Chart: 12312. Ref. LNM 53/08.

### **NJ – BARNEGAT BAY – SHOALING**

A shoaling area consisting of crushed clam shells has been reported near Goodluck Point in Barnegat Bay at approximate position 39-55.500N, 074-06.109W. Chart: 12324 Ref. LNM 53/08.

### **NJ – LITTLE EGG HARBOR TO CAPE MAY –NJICW - SHOALING**

Shoaling to a depth of 02 feet MLW has been reported in the vicinity of New Jersey Intracoastal Waterway Junction Light LB (LLNR 35420). Chart: 12316. Ref. LNM 51/08.

### **NJ – NJICW – Atlantic City to Cape May SHOALING (chart: 12316) Shoaling at NJICW Daybeacon 469 (LLNR 36690). Ref. LNM 23/08.**

### **NJ – NJICW – Atlantic City to Cape May SHOALING (chart: 12316) Shoaling to a depth of 1.0 foot MLLW has been reported between NJICW Light 262 (LLNR 36005) and NJICW Daybeacon 266 (LLNR 36020). Ref. LNM 19/08.**

### **NJ - NJICW SHOALING NJICW Daybeacon 156 (LLNR 35360) Shoaling to less than 3ft MLLW (chart 12316) Ref. LNM 16/08.**

### **MD TANGIER SOUND – NORTHERN PART – ST. PETERS CREEK – SHOALING**

Shoaling into the channel to a depth of less than 01 foot MLW has been reported in the vicinity of St. Peters Creek Channel Light 3 (LLNR 23445). Chart :12231 Ref. LNM 51/08

### **MD – POCOMOKE AND TANGIER SOUNDS – STARLING CREEK – SHOALING**

Shoaling into the channel to a depth of less than 03 feet MLW has been reported in the vicinity of Starling Creek Channel Light 4 (LLNR 22470). Chart: 12228 Ref. LNM 51/08.

### **MD – HONGA – NANTICOKE – WICOMICO RIVERS AND FISHING BAY –FARM CREEK – SHOALING**

Shoaling to a depth of less than 03 feet MLW has been reported in the center of the channel between Farm Creek Channel Light 1 (LLNR 24425) and Farm Creek Channel Light 5 (LLNR 24440), Chart: 12261 Ref. LNM 51/08.

### **MD Tangier Sound (northern part) Big Thorofare Channel/Big Thorofare West Shoaling To a depth of 2.0 feet MLLW between Big Thorofare Channel Daybeacon 2 (LLNR 23020) and Big Thorofare Channel Daybeacon 4 (LLNR 23030) to a depth of 2.0 feet MLLW adjacent to Big Thorofare West Light 9 (LLNR 23235). Ref. LNM 50/08.**

### **MD Nanticoke River SHOALING To a depth of 2.0 feet MLLW in vicinity of Nanticoke River Light 6 (LLNR 23980) (chart 12261) Ref. LNM 50/08.**

### **MD – Cove Point to Sandy Point/ Flag Harbor SHOALING Between Flag Harbor Entrance Light 1 (LLNR 7671) and Flag Harbor Entrance Light 2 (LLNR 7672) to a depth of 4.0 feet. (chart 12263) Ref. LNM 50/08**

### **MD – Susquehanna River SHOALING (chart: 12274) Approximately 20 yards NE of Susquehanna River Channel LB 11 (LLNR 27645) to a minimum depth of 10.5 feet MLLW. Ref. LNM 26/08**

### **VA – HAMPTON ROADS –NEWPORT NEWS MIDDLE GROUND - SHOALING**

The Coast Guard has received a report of shoaling to an approximate depth of 11 feet at the Newport News Middle Ground – Fairway for Shallow Draft Vessels and Tows in the vicinity of 36-57.11N, 076-23.47W. Chart: 12245. Ref. LNM 53/08.

### **VA – CHESAPEAKE BAY – YORK RIVER – LOST ANCHOR AND CHAIN – HAZARD TO NAVIGATION**

A 1000lb anchor and 15 feet of anchor chain were lost in the York River in the approximate position of 37-14.507N / 076-26.586W. Chart: 12243 Ref. LNM 52/08.

### **VA Little Wicomico river SHOALING Vicinity of Little Wicomico Light 4 (LLNR 16355) and across the outbound channel at Light 5 (LLNR 16360). Ref. LNM 40/08**

### **VA – Chesapeake Bay Broad Creek SHOALING (chart 12235) Shoaling to a depth of 4.5 ft MLLW has been reported in Broad Creek in the vicinity of Broad Creek Daybeacon 2 (LLNR 14970). Ref. LNM 20/08.**

### **VA – Sand Shoal Inlet SHOALING (chart 12224) Shoaling between Sand Shoal Inlet Buoy 5 (LLNR 6980) and Sand Shoal Inlet Lighted Buoy 6 (LLNR 6985) Ref. LNM 20/08.**

### **VA – Rappahannock River/Greenvale Creek SHOALING (chart 12237) Shoaling to a depth of 1.2ft MLLW between Greenvale Creek Channel Daybeacon 6 (LLNR 15315) and Greenvale Creek Channel Daybeacon 8 (LLNR 15320).**

### **VA – Virginia Inside Passage SHOALING (chart 12210) Severe shoaling at VIP DBN 184 (LLNR 6220), VIP DBN AA (LLNR 5520), VIP DBN 169 (LLNR 6180), VIP DBN 107 (LLNR 5950) REF. LNM 43/06, 16/07.**

### **VA – Milford Haven SHOALING (chart: 12235) Milford Haven East Channel has experienced shoaling to a depth of 3.0 ft MLLW in the vicinity of Milford Haven East Channel Light 6 (LLNR 14593) extending into the channel. Ref. LNM 26/07**

### **VA – Chincoteague Inlet SHOALING (Chart 12211/12210) Between Chincoteague Inlet Buoys 9 (LLNR 5307) and 10A (LLNR 5313) Ref. LNM 47/08**

### **VA – VIRGINIA INSIDE PASSAGE – SHOALING**

Shoaling to a depth of 2 feet MLW has been reported between Virginia Inside Passage Light 180 (LLNR 6210) and Great Machipongo Inlet North Channel Junction Light NC (LLNR 6875). Chart: 12210. Ref LNM 06/09.

### **NC -Cape Hatteras – Hatteras Inlet SHOALING (Chart: 11555) Shoaling to a depth of 3.8 feet MLLW has been reported in the vicinity of South Ferry Terminal Lighted Buoy 1SF (LLNR 28699.1) Ref. LNM 19/08./ Shoaling to a depth of 2.0 feet MLLW between Hatteras Inlet Buoy 12 (LLNR 28732) and Hatteras Inlet Buoy 113A (LLNR 28736) Ref. LNM 50/08/**

### **NC – New River SHOALING (chart 11555) Shoaling between New River Buoy 16A (LLNR 29752) and New River Buoy 16B (LLNR 29753)/Shoaling to a depth of 1.9 ft MLLW Cedar Bush Cut between New River Inlet Buoy 10B (LLNR 29723) and New River Inlet Buoy 11 (LLNR 29725) Ref. LNM 38/08.**

### **NC – Shallotte Inlet SHOALING (chart 11534) Shoaling to a depth of 01ft MLLW 100yards west of Cape Fear River-Little River Daybeacon 75 (LLNR 40320) Ref. LNM 50/07; Mid channel 0.5 ft MLW at Cape Fear River-Little River Daybeacon 80A (LLNR 40337) Ref. LNM 32/08.**

### **NC – OCRACOE NLET – SHOALING**

Shoaling to a depth of 3 feet MLW has been reported in the vicinity of Ocracoke Inlet Buoy 3 (LLNR 28910) and Ocracoke Inlet Buoy 4 (LLNR 28915). The channel has been reported as shifting to the east. Chart: 11550 Ref. LNM 06/09.

- NC – Ocracoke Inlet/ Northern Core Sound/Big Foot Slough Channel SHOALING (chart 11550) ACOE survey reports shoaling to a depth of 3ft MLLW at Big Foot Slough Channel Daybeacon 10B (LLNR 29070) and extending into the channel. Ref. LNM 05/08.
- NC – Beaufort Inlet and Southern Core Sound SHOALING (chart 11541) SHOALING Shoaling to a depth of 2.0 feet MLLW has been reported in the vicinity of Core Sound Light 31 (LLNR 34580) Ref. LNM 12/08./ Shoaling in Beaufort Inlet vicinity of Beaufort Inlet Channel Light 16 (LLNR 29385) Ref. LNM 50/08.
- NC – Bogue Sound SHOALING (chart 11541) Shoaling to a depth of 0.1 ft MLLW vicinity of Bogue Sound Buoy 45A (LLNR 39050) Re. LNM 22/08.
- NC – Raleigh Bay/Hatteras Inlet SHOALING (chart: 11550) Shoaling in the vicinity of Hatteras Inlet Buoy 12 (LLNR 28732) and Hatteras Inlet Lighted Buoy 13 (LLNR 28735.2) to a depth of 3.5 feet MLLW Ref. LNM 24/08.
- NC – BOGUE INLET - SHOALING  
Shoaling to a depth of 01 foot MLW has been reported in the vicinity of Bogue Inlet Buoy 8 (LLNR29535). The shoal extends approximately 30 feet into the channel in the direction of Bogue Inlet Buoy 6 (LLNR 29520). Chart: 11541. Ref. LNM 53/08.
- NC – BOGUE INLET – SHOALING  
Shoaling to a depth of 2 feet MLW has been reported in the vicinity of Bogue Inlet Lighted Buoy 1 (LLNR 29495) and Bogue Inlet Buoy 2 (LLNR 29500). Chart: 11541. Ref. LNM 06/09.

## **Summary Bridge of Permits/Regulations/Construction**

### **Permits:**

#### **SECTOR BALTIMORE**

- **Maryland, Washington DC & Virginia (Northern)**  
Anacostia River – 11<sup>th</sup> Street (fixed) Bridges - The piers will be rebuilt above the waterline to support the additional roadway width without the need for any additional foundation work. Bridge Permit action underway.  
Potomac River - Woodrow Wilson (lift) Bridge – Ongoing construction of the new drawbridge; mid-2009 is the estimated date of completion.

#### **SECTOR DELAWARE BAY**

- **Delaware**  
None
- **New Jersey (Central & Southern)**  
Mullica River – Garden State Parkway (fixed) Bridge – Work is in progress to widen the existing bridge by DEC 2010.
- **Pennsylvania**  
None

#### **SECTOR HAMPTON ROADS**

- **Maryland**  
Sinepuxent (Isle of Wight) Bay – US 50/Harry W. Kelly Memorial (lift) Bridge Crossing - Study is underway to consider rehabilitation or replacement of existing bridge.
- **Virginia (Southern)**  
Broad and Smith Creeks – Norfolk Light Rail Transit (fixed) Bridge – Hampton Roads Transit began construction for a replacement railroad bridge for light rail transit. Expected completion date is SEP 2009.  
Chickahominy River – New Route 5/Judith Stewart Dresser Memorial (fixed) Bridge – Until MAR 09, demolition work will be performed at the existing Route 5 Bridge.

#### **SECTOR NORTH CAROLINA**

- **North Carolina**  
Atlantic Intracoastal Waterway (AIWW) – 2<sup>nd</sup> Oak Island Bridge – New high-level fixed bridge is under construction. )  
Cape Fear River – Wilmington Bypass (fixed) Bridge – Permit application under review; held-up due to Environmental Justice issues.  
Tar River - US 17/Washington Bypass (fixed) Bridge - In-water work activities are in progress for the construction of the new bridge until JUN 09.  
Trent River – US 70 Business/Alfred Cunningham Bridge – The contractor will be conducting work that closes the main navigation channel; an alternate channel has been established and is open to vessel traffic until AUG 09. NCDOT is replacing the existing swing bridge with a new lift span.

### **Regulations:**

#### **SECTOR BALTIMORE**

- **Maryland Washington DC & Virginia (Northern)**  
Potomac River – Woodrow Wilson (lift) Bridge – The Temporary Rule will closed the bridge to navigation each day from 1000 to 1400 until 1 MAR 09.  
Potomac River – Woodrow Wilson (lift) Bridge – NPRM issued in the Federal Register; comment period ends 26 MAR 09. NPRM proposes to permanently close the bridge to navigation each day from 1000 to 1400.

#### **SECTOR DELAWARE BAY**

- **Delaware - None**
- **New Jersey (Central & Southern)**  
Beach Thorofare – (ICW) – Route 30 (lift) Bridge – Final Rule sent for signing by District Commander. NPRM proposes to change the current operating regulations to open on signal every hour from 1 APR through 31 OCT and to operate on an advance notice basis at all other times.  
Cedar Creek - SR 36 (swing) Bridge – Temporary deviation issued; vessel openings will be provided each day from 1 to 3 APR 09 if at least two hours notice is given.  
Inside Thorofare – (ICW) – Dorset Avenue (lift) Bridge – Pending repairs, single-leaf operation until further notice.  
Manasquan River (ICW) - Route 35 (lift) Bridge – Temporary regulations issued, closed-to-navigation through 5 p.m. on 1 MAR 09 for extensive repairs.  
Nanticoke River - SR 13 (swing) Bridge – Temporary deviation issued; vessel openings will be provided each day from 27APR to 1 MAY 09 if at least two hours notice is given.

- **Pennsylvania - None**

#### **SECTOR HAMPTON ROADS**

- **Maryland – None**
- **Virginia (Southern)**  
Elizabeth River, Southern Branch - AIWW — Norfolk Southern #7 (lift) Bridge – Temporary deviation issued to facilitate structural repairs; closed-to-navigation from 0500 to 2300 each Sunday on 1&8 MAR 09, 5&12 APR 09, and 3&10 MAY 09.  
Pamunkey River – Eltham/SR 33/30 (lift) Bridge – Resubmitted for signing by District Commander. NPRM proposes to change to change the existing regulations to allow the bridge to open on signal if at least four hours notice is given.

#### **SECTOR NORTH CAROLINA**

- **North Carolina**  
AIWW – Figure Eight Swing Bridge - NPRM proposes to change the existing regulations to allow the bridge to open on

signal every hour on the half-hour for recreational vessels. NPRM sent to Federal Register on 5 FEB 09.  
Perquimans River – US 17 (swing) Bridge – NPRM proposes to change the existing regulations to allow the drawbridge to operate on an advance notice basis during specific times of the year. NPRM sent for signing by District Commander.

## **Construction:**

### **SECTOR BALTIMORE**

- **Maryland**

Curtis Creek – Pennington Ave (lift) Bridge – A work barge will operate in the navigable channel to facilitate mechanical repairs through SEP 2010. Vessels requiring the full width of the 200-foot channel are requested to provide at least a one-hour advance notice.

Patuxent River – Route 2/4 (Thomas Johnson Memorial) & MD 231 Bridges – A study on bass migrations is in progress periodically until OCT 09.

Various Waterways in Maryland – Fiber optic cables will be installed by aerial attachment to existing bridges crossing over tidal waterways.

- **Washington DC & Virginia (Northern)**

Anacostia River – CSX RR (vertical lift) Bridge – Structural repairs are in progress through SEP 09.

Boundary Channel – George Washington Memorial Parkway /Humpback (fixed) Bridge - Demolition and reconstruction to commence through FEB 2010.

Potomac River – 14<sup>th</sup> Street (fixed) Bridges – Rehabilitation work on the northbound and southbound bridge piers until JUL 10.

### **SECTOR DELAWARE BAY**

**Delaware** - None

**New Jersey (Central & Southern)**

Barnegat Bay (ICW) – Route 37 & Mantoloking (lift) Bridges – Water quality observations are in progress through 2010.

Delaware River – Burlington-Bristol (vertical-lift) Bridge - Access procedures for the installation of a traveler system will commence on or about MAR 09 through JUN 09

Delaware River – Route 1/Trenton-Morrisville (fixed) Bridge – Contractors, on behalf of the Delaware Joint Toll Bridge Commission, are performing deck replacement work on the superstructure with no in-water operation until May 2009.

Manasquan River (ICW) – Route 35 (lift) Bridge - Water quality observations are in progress through 2010.

Shark River – Route 71 (lift) Bridge - Water quality observations are in progress through 2010.

Schuylkill River – South Street (fixed) Bridge – Demolition work to replaced the existing bridge with a new bridge until 28 FEB 09.

### **SECTOR HAMPTON ROADS**

**Virginia (Southern)**

Black Narrows, Chincoteague and Lewis Creek Channels – New (lift) Bridge Construction – Work is in progress to replace the existing bridge. The entire project is now expected to be completed by NOV 2009.

### **SECTOR NORTH CAROLINA**

**North Carolina –**

AIWW – S.R. 74/Wrightsville Beach (lift) Bridge - Structural repairs will be conducted from 20 FEB until 5 APR 09.